

AMENDMENTS TO THE CLAIMS:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-5. (cancelled)

6. (new) A climate control method as follow-up control system, by means of which an internal area temperature is controlled taking into account the temperature of an external area from which an internal area medium which flows in is taken, by determination and adjustment of the blowing-in temperature of the flowing-in medium, to the nominal internal area temperature which is stored and is set by an occupant, with the medium first of all being cooled down and/or subsequently heated before flowing in, as a function of the temperature of the external area,

with the step of

storage of a nominal internal area temperature value in a first memory,

characterized by the following steps:

(S1) detection of the temperature of the external area, of an actual internal area temperature and of the nominal internal area temperature setting, and calculation of a first nominal blowing-in temperature as a function of the outside temperature, of the actual internal area temperature and of the nominal internal area temperature setting,

(S2) comparison of the calculated nominal blowing-in temperature with a predetermined minimum blowing-in temperature, which is above the icing-up temperature of the air-conditioning system,

(S3) if S2 shows that the first nominal blowing-in temperature is above the predetermined minimum blowing-in temperature, carrying out climate control as

a function of the actual internal area temperature, the nominal internal area temperature, the outside temperature and, optionally, the solar radiation and/or the vehicle speed by controlling the blowing-in temperature and, possibly, an air mass flow,

(S4) if S2 shows that the first nominal blowing-in temperature is below the minimum blowing-in temperature, determination of whether the stored nominal internal area temperature setting and the stored nominal internal area temperature value in the first memory are the same, and if this is the case, return to S1,

(S5) if this is not the case, determination of a nominal internal temperature change from the difference between the stored nominal internal area temperature setting and the stored nominal internal area temperature value in the first memory,

(S6) if the nominal internal area temperature change has a value less than or equal to zero, return to S1, (S7) if the nominal internal area temperature change has a value greater than zero, calculation of a second nominal internal area temperature as a function of the nominal internal area temperature change and of the temperature of the external area in such a way that this results in an increase in the nominal blowing-in temperature,

(S8) comparison of the first nominal blowing-in temperature and of the second nominal blowing-in temperature, and selection of the maximum value of the first nominal blowing-in temperature and of the second nominal blowing-in temperature,

(S9) if the second nominal blowing-in temperature, has not been selected, return to S1,

(Step S10), if the second nominal blowing-in temperature has been selected, closure of an outlet valve for a predetermined time period, and then return to S1.

7. (new) The climate control method as claimed in claim 6, characterized

in that the calculation of the second nominal blowing-in temperature is carried out as a function of the temperature of the external area and of the nominal internal area temperature change on the basis of reference curves determined by measurement.

8. (new) The air-conditioning control method as claimed in claim 6,

characterized in that

the nominal internal area temperature value in the first memory is the last stored nominal internal area temperature as set by the occupant.

9. (new) The air-conditioning control method as claimed in claim 7,

characterized in that

the nominal internal area temperature value in the first memory is the last stored nominal internal area temperature as set by the occupant.

10. (new) The air-conditioning control method as claimed in claim 6,

characterized

in that the nominal internal area temperature value in the first memory is 22°C.

11. (new) The air-conditioning control method as claimed in claim 7,

characterized

in that the nominal internal area temperature value in the first memory is 22°C.

12. (new) The air-conditioning control method as claimed in claim 8,

characterized

in that the nominal internal area temperature value in the first memory is 22°C.

13. (new) The air-conditioning control method as claimed in claim 9,

characterized

in that the nominal internal area temperature value in the first memory is 22°C.

14. (new) The air-conditioning control method as claimed in claim 6,

characterized

in that the method is carried out separately in a multiple zone air-conditioning system for each separately air-conditioned vehicle area.

15. (new) The air-conditioning control method as claimed in claim 7,  
characterized

in that the method is carried out separately in a multiple zone air-conditioning system for each separately air-conditioned vehicle area.

16. (new) The air-conditioning control method as claimed in claim 8,  
characterized

in that the method is carried out separately in a multiple zone air-conditioning system for each separately air-conditioned vehicle area.

17. (new) The air-conditioning control method as claimed in claim 9,  
characterized

in that the method is carried out separately in a  
multiple zone air-conditioning system for each separately air-conditioned  
vehicle area.

18. (new) The air-conditioning control method as claimed in claim 10,  
characterized

in that the method is carried out separately in a multiple zone air-conditioning system for each separately air-conditioned vehicle area.

19. (new) The air-conditioning control method as claimed in claim 6,  
characterized

in that the method is carried out separately in a multiple zone air-conditioning system for each separately air-conditioned vehicle area.

20. (new) The air-conditioning control method as claimed in claim 7,  
characterized

in that the method is carried out separately in a multiple zone air-conditioning  
system for each separately air-conditioned vehicle area.

21. (new) The air-conditioning control method as claimed in claim 8,  
characterized

in that the method is carried out separately in a multiple zone air-conditioning  
system for each separately air-conditioned vehicle area.